

\$5 EACH TO 11,000 STRIKERS TO-DAY

Labor Chiefs Expect to Drop Walkout Call at Convention.

UNION LEADERS WAIT IN VAIN FOR MAHON

Fitzgerald Denies Men Are Deserting—Calls Service Inadequate.

This is dough day for the streetcar strikers. Early this morning \$55,000 in \$2 bills will be sent to the several headquarters of the strikers for distribution among the 11,000 men. It is not expected that all will receive this, the first week of strike pay, before to-morrow.

While this is going on the second labor convention, called to direct the sympathetic strike movement, will be called to order in Beethoven Hall. There was every indication yesterday that the leaders will be directed to dispose of the corpse as gracefully as possible.

William B. Fitzgerald, organizer of the Amalgamated Association of Streetcar and Electric Railway Employees of America, was among those who looked for the arrival of William B. Mahon, president of the organization, on the American liner Philadelphia. He was not on that ship. Fitzgerald will continue to direct the strike as from the start.

Strikers Stand Fast. He declared last night only 38 of the 11,000 men to strike had returned to work.

"That," he said, "is remarkable. I have never seen greater loyalty. Remember, these men have been out practically five weeks, for the first strike lasted a week."

Mr. Fitzgerald was much amused at a statement issued by Mr. Shonts that service on the New York railway lines yesterday was 120 per cent of normal. "My reports," said he, "show there were thirty-two cars in operation on the Broadway and Seventh Avenue lines today. In a ride from Fortieth Street to the Battery I saw only seven cars, four going south three going north. That cannot be a normal service."

Shonts's Claim Denied.

"According to Mr. Shonts the largest number of cars operated yesterday was 402, at 9 o'clock. At 10, when Sunday's traffic is heaviest, because that is the hour people are going to church, he claims he had 354. Normal traffic in this city on a week day is 1,291 cars, according to the police. Surely normal Sunday traffic must be more than one-third of this. My home city, Troy, with a population of 50,000 people, runs almost as many cars as that on Sunday."

Fitzgerald said he would prefer charges to-day against two patrolmen assisting in the operating of cars, one of them being a patrolman who had been dismissed on a charge of running past a "dead" stop. The employees insisted the man's accusers be made to appear at a public hearing and the company refused the demand.

Car Strike Is Ordered in Albany District

Albany, Oct. 1.—A strike of 800 employees of the United Traction Company, operating streetcars in Albany, Rensselaer and Waterford, to-night was called to begin at 5 o'clock to-morrow morning.

The Albany local of the Amalgamated Association of Street and Electric Railway Employees took the action after the officials of the traction company refused to reinstate a patrolman who had been dismissed on a charge of running past a "dead" stop. The employees insisted the man's accusers be made to appear at a public hearing and the company refused the demand.

RIOTERS WRECK CARS IN YONKERS

Continued from page 1

discouraged, called for better police protection. James Fleming, the Public Safety Commissioner, got together 176 men, many of whom he routed out of their homes. One hundred and fifty of them he distributed along Main Street, in Getty Square and along Broadway over the three-mile stretch to the city line.

When the third car started it was part of a formidable procession. Ahead of it went a strongly guarded wire wagon, ready to repair instantly any break in the line. The mob should the mob change its methods of blocking service. Behind came a motor patrol, loaded with policemen.

Police Form Bodyguard. Five policemen were on the front platform with Irving Handler, another 300-union star in the strike. Behind him, as motorman, and five more formed a bodyguard for Charles Buckman, the conductor. Other policemen walked on either side of the car.

By this time the crowd had trebled in size. Daniel Wolf, the Yonkers chief, had distributed his men strategically. Most of them were concentrated in the few blocks of the route nearest the barn. As the car reached them they joined the walking guard.

Thus protected against the attacks of all but the bombardiers, whose missiles began to rattle against its sides and shatter its windows, the car moved at snail's pace to the Van Cortlandt Park subway terminus. The mob followed, growing by hundreds and thousands. Even the stout wire screens had been smashed in before the car was half way to its destination. Handler and Buckman, hit a dozen times by bricks, stuck to their posts. That was not so much because of the police escort, perhaps, as because they were captured by Patrick Donovan, general superintendent of the line, a man much feared in time of peace and reckoned a host in himself.

Stones Barriade Tracks.

At the city line fifty New York policemen removed the Yonkers men, who by that time had their patrol half full of prisoners swooped out of the crowd. The mob stayed north of the city line, finding a temporary victory to the company. Its ringleaders had resolved to fall back on the tactics which were so efficacious in the 1908 strike.

The battered car began its return journey unmolested. At Highland Avenue, half way to the barn and in an aristocratic section of the city, it came to a halt. Across the tracks had been built a high barriade, with blocks of lagging torn from the sidewalk for its base.

As the car stopped bricks began to rain again. The thin, blue line of police—it was that, opposed to a mob still further increased in numbers—was charged and crumpled. With much travel it retreated. The barriade was ordered to quit. Buckman stuck on the

Job, but it took only a few minutes more of bombardment to convince him that a conductor was useless on a car that had no motorman.

The brick throwers with the strongest arms did not prove always the best marksmen, for dozens of windows in the neighborhood were broken—some as high as the third story.

Company Gives Up Fight. When Buckman quit Superintendent Donovan gave up the fight. Even should he find some one else to serve as motorman and could remove the barriade under fire, there was no prospect of making a fast trip over the remaining mile and a half, for there were on hand more than fifty jitneys to block the track. Some of the jitneys were driven by strikers, who have been harvesting nickels for themselves since the company suspended service. Those driving the others had reason for being just as anxious to keep surface cars off the streets. The jitneys had been helping out by running at low speed just in front of the cars and refusing to yield the right of way.

Donovan was on the point of announcing his surrender when there was a diversion. The centre of interest had shifted to a large touring car which had been held up by the mob. In it one of the ringleaders had professed to recognize Frederick W. Whitridge, president of the Third Avenue Railway Company, of which the Yonkers line is a subsidiary.

The suspected motorist would have been roughly handled had not a striker who had seen Whitridge come to his rescue.

"It ain't him!" he yelled. "He's all right. Let him go."

The touring car, with a lane opened for it, made off at a speed which may some day provide advertising copy for its makers.

The mob then agreed to a truce. Donovan having agreed to take the car back to the New York side of the city line and intern it in the Kingsbridge barn. The news was telephoned to Mr. Sullivan, who called up the police at 5 o'clock and said the company would attempt to operate no more cars for the present.

In Mount Vernon the Westchester Electric Railway Company operated five cars and another in Pelham, superintending more riots. The Pelham car was easily disposed of. After its windows had been smashed the rioters plugged its switches. Disorders in Mount Vernon were checked when Mayor Fiske threatened to call out the entire police force and Fire Department, and completely stopped when a squad of motorcycle policemen began to charge through the crowds.

"Strike or no strike," he said, "I am going to see that cars are run and that order prevails if I have to call on the militia. To-morrow I'll call a special meeting of the aldermen and ask for the repeal of the ordinance that keeps the company from operating cars with new motormen."

One arrest was made in Mount Vernon and nineteen in Yonkers.

ARGUMENT OVER UNION KILLS A STAGEHAND

Debate with Other Theatrical Employees Ends in Collapse.

Clifford M. Ball, a stagehand, of 94 Clinton Avenue, Jersey City, employed at the Hippodrome, died suddenly yesterday morning at Reaney's Hall, 919 Eighth Avenue. Death, according to the police report, was due to excitement brought on by an argument with several fellow members of a theatrical union.

Ball and several of his friends were attending one of a series of monthly entertainments given by the union. An argument arose over union affairs, and Ball suddenly collapsed.

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"We have all we want, but we are not going to turn away faithful men who are threatened and forced into this strike by a gang of disturbers. We will not take every one back. There are certain agitators we do not want with us, but there are other good men who, if they consent to quit the union, will be welcomed to their old places."

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STRIKE ON FERRY BROKEN IN A DAY

West Shore's Boats Run on Schedule—Men Return for Jobs.

FREIGHT SERVICE BACK TO NORMAL

New York Central's Tugs and Lighters Busy—Other Lines Unaffected.

The strike of the harbor boatmen employed on the ferryboats of the West Shore Railroad was broken yesterday, when the ferry service, operating on a normal basis, handled the customary Sunday crowds with no difficulty.

Moreover, a full service with the regular complement of eight boats has been guaranteed for to-day. Officials of the marine department of the West Shore Railroad declared that commuters need have no fear of being even delayed in their efforts to get to and from the city during rush hours.

The places vacated by strikers, the officials said, did not require any particular skill or training, and they had or hand more than enough men capable of filling the jobs.

Fifteen men who, the officials say, were coerced into quitting by the "agitator element," applied yesterday for reinstatement, and some of them were taken back when they agreed to give up their union cards.

Workers Must Quit Union.

"It is not now a question of looking for men," said W. B. Pollack, maritime manager of the West Shore Railroad. "We have all we want, but we are not going to turn away faithful men who are threatened and forced into this strike by a gang of disturbers. We will not take every one back. There are certain agitators we do not want with us, but there are other good men who, if they consent to quit the union, will be welcomed to their old places."

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FAILING IN STUDY, GIRL RUNS AWAY

Secret, Hidden for Three Months from Father, Unbearable.

PARALYSIS SPREAD BLAMED TO DIRT

Penny Lunches To Be Established, So Little Ones May Get Nourishment.

Believing a large percentage of cases of infantile paralysis are due to unsanitary conditions of life in the more densely populated sections of the city, officials of the Jefferson Park Settlement, at 309 East 108th Street, have launched a campaign to impress upon children and parents the importance of cleanliness as a factor in the prevention of disease.

More than 100,000 children live in the district of the settlement, according to the estimate of its management, and many are said to be in great danger of falling victims to the poliomyelitis scourge because of unwholesome conditions in the neighborhood.

Soap and Water First Aid. The children are being formed into classes and taught the value of soap and water, not only as a detergent to disease, but as a means of making their homes more attractive. Parents are urged to attend the sanitation classes.

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